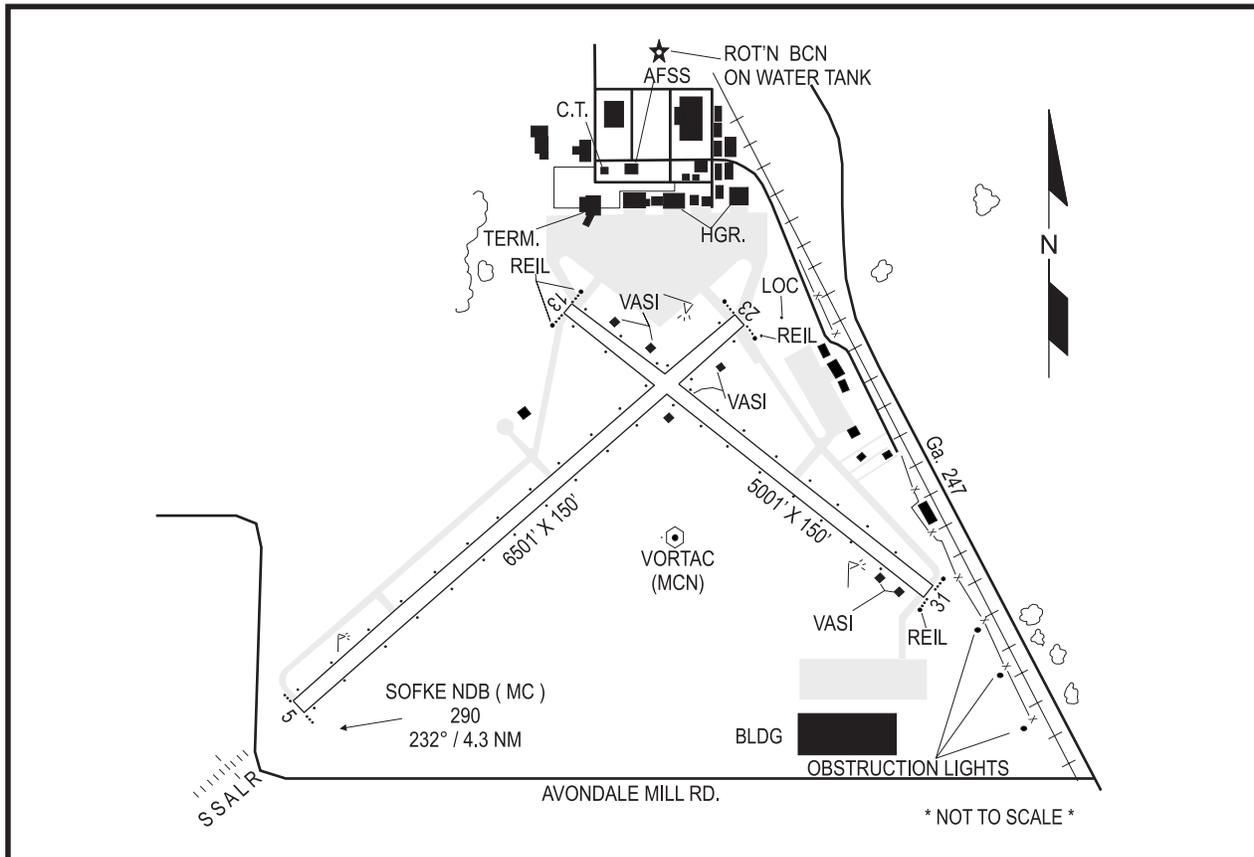
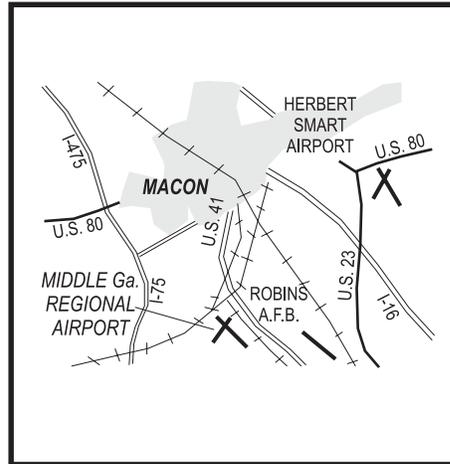


AIRPORT FINDINGS AND RECOMMENDATIONS

AIRPORT LOCATION

Middle Georgia Regional Airport is located in Bibb County in central Georgia approximately 86 miles south of Atlanta and 167 miles northwest of Savannah. Primary highway access to the airport from the south and northwest is via U.S. 41 and from the northeast and south is via U.S. 129/Georgia Highway 247. Other highways in the vicinity include Interstates 16, 75 and 475.

The airport, situated on 1149 acres, is owned and operated by the City of Macon. The airport accommodates a variety of aviation related activities that include commercial service, corporate/business jets, recreational flying, and police/law enforcement.



EXISTING FACILITIES

Middle Georgia Regional Airport has two runways. The primary runway, Runway 05/23, is 6,501 feet long by 150 feet wide with high intensity runway lighting (HIRL) and a full parallel taxiway with medium intensity taxiway lighting (MITL). Runway 05 has a simplified short approach lighting system with runway alignment indicator lights (SSALR). Runway 23 has runway end identifier lights (REIL) and a visual approach slope indicator (VASI). Runway 13/31 is 5,001 feet long and 150 feet wide with medium intensity runway lights (MIRL), REILS, VASIs, and a full parallel taxiway with MITLs. The airport is served by a rotating beacon, wind cone, ASOS, and control tower. The airport has an ILS, NDB, and GPS approach to Runway 05; VOR and GPS approach to Runway 23; VOR and GPS approach to Runway 13; and a GPS approach to Runway 31.

Current landside facilities and services include a full-service FBO and maintenance facility with a fuel concession that provides AvGas and Jet A fuels. The airport has a 30,950 square foot commercial service terminal and a 4,000 square foot general aviation terminal. There are 30 hangar spaces, 55 apron parking spaces, and 139 auto parking spaces for general aviation. There are rental cars available on site.

CURRENT AND FORECAST DEMAND

A review of the airport's historic demand levels shows that based aircraft decreased from 97 in 1990 to a current level of 91. By 2021, the airport's based aircraft are expected to reach 112. The airport has approximately 27,771 annual aircraft takeoffs and landings related to general aviation and 4,265 commercial service operations. These figures are projected to increase to 30,821 and 4,472 by 2021, respectively. Middle Georgia Regional Airport's enplanements are expected to increase from 28,814 to 43,997 by 2021. By the end of the planning period, the airport is expected to reach 13% of its available annual operating capacity.

Middle Georgia Regional Airport	Current	2006	2011	2021
Based Aircraft	91	95	100	112
Operations	27,771	28,387	29,176	30,821
Local	3,304	3,377	3,471	3,667
Itinerant	24,467	25,010	25,705	27,155
Enplanements	28,814	30,441	34,078	43,997
Commercial Operations	4,265	3,016	3,744	4,472
Demand/Capacity Ratio	12%	12%	13%	13%

AIRPORT FACILITY AND SERVICE NEEDS

Middle Georgia Regional Airport has been classified a Level III airport and should provide appropriate facilities and services commensurate with its system role. Airport improvements identified in the System Plan include:

- Install segmented circle
- Upgrade VASI to PAPI
- Phase I: 37 additional hangar spaces are needed; Phase II: 4 additional hangar spaces are needed; Phase III: 8 additional hangar spaces are needed
- Phase III: 4 additional apron parking spaces are needed
- Phase I: 4 additional general aviation auto parking spaces are needed; Phase II: 4 additional general aviation auto parking spaces are needed; Phase III: 8 additional general aviation auto parking spaces are needed

The following table summarizes current facilities and services, the airport's facility and service objectives, and actions/projects that are needed to make the airport compliant with each of these objectives.

FACILITY AND SERVICE OBJECTIVES Level III
Macon-Middle Georgia Regional Airport-MCN

	EXISTING	SYSTEM OBJECTIVE	RECOMMENDED
Airside Facilities			
Runway Length (Rwy 05/23)	6,501	5,500 feet or greater	None
Runway Width	150	100 feet	None
Taxiway Type	Full Parallel	Full Parallel	None
Approach	Precision	Precision	None
Lighting- Runway	HIRL	HIRL for precision approaches; MIRL for non-precision approaches	None
Lighting- Taxiway	MITL	MITL	None
NAVAIDS	Rotating Beacon	Rotating Beacon	None
NAVAIDS	None	Segmented Circle	Segmented Circle
NAVAIDS	Wind Cone	Wind Cone	None
NAVAIDS	VASI	PAPI	PAPI
Weather	ASOS	AWOS/ASOS	None
Ground Communications	Phone	GCO/Phone	None
Approach Light System	SSALR	Approach Light System	None
General Aviation Landside Facilities			
Hangared Aircraft Storage	30 spaces	70% of based fleet	Phase I: 37 add'l spaces needed Phase II: 4 add'l spaces needed Phase III: 8 add'l spaces needed
Apron Parking/Storage	55 spaces	30% based of aircraft plus additional 75% for transient aircraft	Phase III: 4 add'l spaces needed
Terminal/Administrative	4,000 square feet	2,500 square feet minimum with amenities	None
Auto Parking	139 spaces	One Space for each based aircraft, plus 50% for visitors/employees	Phase I: 4 add'l spaces needed Phase II: 8 add'l spaces needed Phase III: 18 add'l spaces needed
Services			
FBO	Full Service	Full Service	None
Maintenance	Full Service	Full Service	None
Fuel	AvGas	AvGas	None
Fuel	Jet Fuel	Jet Fuel	None
Rental Cars	Available	Available	None

OTHER RECOMMENDATIONS

Additional actions or projects required for Middle Georgia Regional Airport to meet Level III performance objectives:

- Update the Master Plan/ALP in Phase III (2012)

DEVELOPMENT COSTS

The accompanying table summarizes the estimated costs needed for Middle Georgia Regional Airport to meet each of the recommendations of the Georgia Aviation System Plan.

MIDDLE GEORGIA REGIONAL AIRPORT										
Airport Location FAA Identifier Service Objective	Facility Objectives			Facility Needs			Costs			
	Existing	Objective	Airfield	Phase I	Phase II	Phase III	Phase I	Phase II	Phase III	
MACON MCN III										
Runway Length	6,501	5,500								
Runway Width	150	100								
Taxiway Type	Full Parallel	Full Parallel								
Runway Lighting	HIRL	HIRL								
Taxiway Lighting	MITL	MITL								
Land Acquisition										
Earthwork										
Pavement Maintenance	73 PCI	>70 PCI								
Navigational Aids										
PAPI	VASI	PAPI	2				\$50,000			
Rotating Beacon	Yes	Rotating Beacon								
Segmented Circle	None	Segmented Circle	1				\$3,000			
Windcone	Yes	Windcone								
Weather	ASOS	ASOS or AWOS								
GCOI/Phone	Phone	GCOI/Phone								
Approach Lighting	MALSR	Approach Lighting								
General Aviation Facilities										
			Phase I	Phase II	Phase III					
Hangar Storage	30	78	37	4	8		\$1,017,500	\$110,000	\$220,000	
Apron	55	59	4		4				\$86,400	
Auto Spaces	139	168	4	8	18		\$6,000	\$12,000	\$27,000	
Terminal Space	4,000	2,000								
Fuel										
Planning/Environmental										
ALP Update	2002	Update every 10 years		1						\$60,000
Environmental Assessment										
							Subtotal	\$1,076,500	\$122,000	\$393,400
							Total Estimated Cost	\$	1,591,900	

Note: It is assumed that non-precision GPS approaches and precision GPS approaches will be available in the near future. The cost associated with this technology resides in the aircraft. Therefore, additional equipment costs associated with providing future non-precision and precision approaches have not been estimated.